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INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT THE
HONGKONG WEEKLY PRESS,
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CHINA OVERLAND TRADE REPORT
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Hongkong Daily Press.

ESTABLISHED 1857

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THE HONGKONG DISPENSARY
AND KOWLOON DISPENSARY.

Hongkong, 19th July, 1909.

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NOTICE TO CORRESPONDENTS.

ONLY communications relating to the news columns should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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DEATHS.

At Shanghai, on 12th August, FREDERICK GEORGE TILBROOK, aged 20 years, late of Paget's Horse and Johannesburg Mounted Police, Transvaal.

At Shanghai, on 12th August, MICHAEL FULLER, Examiner, I.M. Customs, Amoy, aged 44 years.

HONGKONG OFFICE: 10A, DES VOGES ROAD C
LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, AUGUST 20TH 1909.

We cannot attempt to predict what effect the new United States Tariff will have on the export trade of China. We have not, to start with, a complete copy of the new tariff, but the lengthy digest published in a Special Supplement of the London Times showing the percentage of increase or decrease in the tariff on the principal imports enables us to see that while some of the most important lines of export from China will be subject apparently to increased duties under the new measure, others benefit by the revision. The chief export from China to the United States is silk, which represents a value of something like twelve million taels a year, and we gather from the digest alluded to that the increase on spun silk ranges from 15 per cent up to 24 per cent for sewing silk, according to quality. Tea, which represents another big item in the list of American imports from China, remains unaffected, and skins and hides, of which America takes a supply valued at something like five million taels a year, will be admitted on a duty which shows 25 per cent reduction on the previous figure. Wool, which is another large export from China, representing in value about three million taels per annum, is not appreciably affected, but straw braid and

matting, which presumably come under the heading of "manufactures of straw, grass, &c.," will bear a duty increased by 16 per cent. On the whole the influence of the tariff on the trade of China does not seem likely to be highly detrimental. The fundamental idea of the measure has been based on the essential principle of reducing import duties on the necessities of life, and fostering American manufactures by increasing the duties on articles of luxury and on products more economically manufactured elsewhere than in the United States. Imports from China being largely of the nature of raw material and goods that cannot be produced in the United States therefore escape lightly.

A matter of importance to importers generally is the drastic provision of the new measure relating to invoices, methods of valuation, especially in relation to consigned merchandise, and the increased powers of the boards of appraisers. This amendment occupies fifty pages in the Bill, and one of the writers who contribute to the Times Supplement says: "Those who are familiar with consular invoices will find the new forms contain clauses which are intended to check almost every discovered method of avoiding the payment of just duties that long experience with tariffs has evolved." A good deal of anxiety seems to have been created abroad, and it may be shared even in Hongkong and China, by the following provision which defines the actual market value of an article:—

The actual market value or wholesale price, as defined by law, of any imported merchandise which is consigned for sale in the United States, or which is sold for exportation to the United States, and which is not actually sold or freely offered for sale in the open market of the United States in the open market of the country of exportation to all purchasers, shall not in any case be appraised at less than the wholesale price at which such or similar imported merchandise is actually sold or freely offered for sale in usual wholesale quantities in the United States in the open market, due allowance by deduction being made for estimated duties thereon, cost of transportation, insurance, and other necessary expenses from the place of shipment to the place of delivery, and a commission not exceeding 5 per cent, if any, has been paid or contracted to be paid.

This provision would seem to bear, for instance, on the matting import from China, which has notoriously given the Customs authorities in the United States a good deal of trouble in this connection, because of attempts being made to evade payment of the proper duties on the most expensive grades. This provision gets over the difficulty and will serve to effect a prompt settlement of such disputes. The President is authorized to appoint a board of nine general appraisers of merchandise, the salary of each to be \$9,000 (\$1,800) per annum, who shall possess all the powers of a Circuit Court of the United States. To these general appraisers all cases of dissatisfaction with the amount and rates of duties levied by the appraisers and assistant appraisers at the various ports will be referred. This board will exercise both judicial and inquisitorial functions. Appeal must be made by the importers to this board within 15 days, or the original duties and charges will stand. Then there will be a new Court for Customs Appeals only, and after its organization no appeal will be taken or allowed to any other Court, and the decision of the United States Court of Customs Appeals will be final.

The new tariff is very unpopular on the continent of Europe, notably in France and Germany, and there are many who predict a tariff war with these countries. The New York correspondent of the Times, referring to these predictions, remarks: "Doubtless the United States is better equipped in such a war than either. Moreover, she can always fall back on her greatest market, the British. If Great Britain possessed some means of defence, Congress might have been more careful in dealing with foreign countries. The underlying thought that no trouble can come from that quarter undoubtedly influenced the whole work of revision." Evidently, American politicians and business men refuse to believe in the early success of the Tariff Reform movement in England.

The s.s. *Bourbon*, which arrived in port yesterday, landed forty deportees from Saigon.

The police raided 25, Chung Ching Street, West Point, on Wednesday night and arrested 23 natives who were taking part in a gambling game. The offenders were charged before Mr. F. A. Hazeland at the Magistracy yesterday and fined \$3 each.

A native was charged before Mr. F. A. Hazeland at the Magistracy yesterday with stealing three jackets and \$1.29 in cash from an opium dealer in Queen's Road West, and also with returning from banishment. On the first charge the defendant was sentenced to two months' imprisonment and six hours' stocks, and on the second he was sentenced to a further term of six months' imprisonment and six hours' stocks.

A Chinese woman was charged before Mr. F. A. Hazeland at the Magistracy yesterday with being in unlawful possession of 25½ taels of dress opium. The drug was discovered concealed in a basket under some pig-wash. His Worship imposed a fine of \$128, the alternative being three months' imprisonment.

Two prosecutions for infringing the exclusive rights of the Postmaster-General by bringing unstamped letters into the Colony were heard by Mr. J. B. Wood at the Magistracy yesterday, when Sergeant Wilson prosecuted. The first charge was against the complainant of the s.s. *Tak Hing*, who was defended by Mr. P. Sydenham Dixon (of Mr. E. A. Harding's office). Mr. Dixon raised the defence that the defendant did not know the letters were on board until he found them in his room. His Worship recorded a conviction and imposed a fine of \$25. A similar fine was imposed upon a farmer from Canton who brought letters into the Colony by the s.s. *Hoi Tung*.

The case in which four natives were charged before Mr. J. B. Wood at the Magistracy with stealing four cases of opium from the s.s. *Kut Sang* was again mentioned yesterday. Mr. W. E. L. Shenton (of Messrs. Deacon, Looker and Deacon) prosecuted, Mr. Crowther Smith (of Messrs. Almeida and Smith) appeared for the first and fourth defendants, Mr. F. C. Barlow (of Messrs. Goldring, Barlow and Morrell) appeared for the second, while the third accused was undefended. Portion of the evidence was heard, and the case was again adjourned. We understand that a special session of the Criminal Court will be called to decide the case when the *Kut Sang* again arrives in port.

STOLEN PROPERTY.

Two reports were made to the police yesterday by residents that thieves had entered their dwellings in their absence and taken away numerous belongings. Mr. Munro, a missionary, who resides in Shanghai Street, told the police that between the 16th and 18th and the 19th instant an American travelling trunk containing \$10 worth of religious books was stolen from the mission hall. The other victim was Mr. A. Ritchie, shiphand, who also resides in Shanghai Street. His story was that between the 16th and 18th instant some person entered his house and departed with two gold scarf pins, one of which was set with gold quartz; one masonic silver scarf pin set with brilliant, four finger rings, four gold studs, two pairs of sleeve links, two rolled gold American studs (towel pattern), two other gold studs, a silver bangle, a pair of gold sleeve buttons and a white-handled razor. The value of these articles Mr. Ritchie places at \$81.

A DOMESTIC SQUABBLE SETTLED.

Two young Chinese women appeared before Mr. F. A. Hazeland at the Magistracy yesterday on the charge of attempting to commit suicide. One was stated to be the fifth concubine of a Chinese clerk, while the other defendant was a maid. According to the story told to the police the husband of the first defendant had ill-treated her, and had also suggested to the second that she should become his sixth concubine. Both women felt aggrieved, and decided to end their trouble by jumping over Blake Pier. Their first attempt to dive into the unknown was frustrated by an Indian police sergeant, who told them to return to their home. As they declined, however, and as they prepared for a second header into the sea the sergeant took them to the police station and charged them with attempted suicide. The case was adjourned pending the arrival of the master of the house, and evidently his explanation satisfied all parties, for the police withdrew the charge.

SIAM AND GREAT BRITAIN.

In the House of Commons last month, Sir W. Collins asked the Secretary for Foreign Affairs whether the Anglo-Siam Treaty had been ratified; whether the suzerain rights of Siam over the State of Kedah had been formally taken over by the representatives of His Majesty's Government; whether the integrity of the State of Kedah was secured under the treaty; and whether he would lay papers relating to communications which had passed in reference to the position of Kedah and the transfer of the suzerainty of that State from Siam to Great Britain.

Mr. McKinnon Wood (Glasgow, St. Bellox, Min.), who replied, said:—The Treaty was ratified on July 9, and the formal transfer has now been effected. The integrity of the State of Kedah is affected by the new Treaty, Article 1 of which transfers to the British Government all rights of suzerainty, protection, administration and control over the transferred territories hitherto possessed by the Government of Siam. It is not proposed to lay any papers in addition to Cd. 4646.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 19th at 11.55 a.m.—The barometer has fallen slightly over E. Japan, and risen elsewhere particularly over China and S.W. Japan.

A shallow depression is lying over the Sea of Japan.

Pressure remains high to the N.E. of Japan, and over the S. part of the China Sea.

Gradients are slight generally, and light or moderate monsoon may be expected in the Formosa Channel, and the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood S.W. winds, light; fair.

Formosa Channel S.W. winds, light or mod't.

South coast of China between Hongkong and Lanchow Same as No. 1.

South coast of China between Hongkong and Hainan S. winds, light.

TELEGRAMS.

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JAPANESE BUSINESS MEN VISITING AMERICA.

TOKYO, August 19th.

A party of forty Japanese business men, headed by Baron Shibusawa, left on the "Minnesota" on a visit to America, at the invitation of American Chambers of Commerce.

[REUTERS'S SERVICE TO THE "HONGKONG DAILY PRESS."]

BRITISH INTERESTS IN CHINA.

SIR E. GREY'S APPRECIATION OF SIR JOHN JORDAN.

LONDON, August 19th.

Replying to a series of questions put by Lord Winterton concerning the Tientsin-Pukow railway, Sir Edward Grey, Secretary of State for Foreign Affairs, stated that there was no reason to believe that Article 18 of the Agreement had not been fairly carried out. An irregularity regarding the issue of tenders had formed the subject of representations by H.M.'s Minister, and there was no reason to suppose that the British and Chinese Corporation considered that Sir John Jordan had in any way neglected their interests. He did not know of a case in which Sir John Jordan had failed to show zealous watchfulness over British interests, and he did not know a more strenuous or a more loyal public servant. He took full responsibility for his action. Sir Edward Grey added that he was prepared to fully support well-founded British claims if required.

AMERICAN YELLOW PRESS ON BRITAIN'S SUPPOSED DISCOMFITURE.

LONDON, August 19th.

The New York correspondent of "The Times" says a section of the New York Press is utilising the incidents connected with the Hankow-Szechuan railway loan for the purpose of emphasising the supposed discomfiture of Great Britain by American policy in China. It represents Great Britain and Japan standing together against China and her friend America.

THE SITUATION IN CRETE.

LONDON, August 19th.

News from Canea states that the Greek flag was lowered quietly yesterday morning.

REASSURING NEWS FROM TURKEY.

LONDON, August 19th.

It is reported from Constantinople that the situation seems to have decisively entered upon a pacific phase in consequence of Greek assurances that the forthcoming reply to the Turkish Note will be satisfactory.

GERMAN SECRET NAVAL MANOEUVRES.

LONDON, August 19th.

German secret Naval Manoeuvres have commenced in the West Baltic and will probably extend to the North Sea.

Nearly a hundred vessels comprise the fleet, which is commanded by Prince Henry of Prussia.

H.M. the Kaiser will review the Fleet at Sassnitz on the 30th inst.

LATEST STEAMER MOVEMENTS.

The L.G.M. str. *Derfflinger*, carrying the German Mails with dates from Berlin of the 31st ult., left Colombo on the 19th inst. a.m. and may be expected here on or about the 30th inst.

The C.P.R. str. *Empress of Japan* arrived Nagasaki at 7.30 a.m. on the 19th inst., and left again at 3 p.m. same day for Kobe, where she is due to arrive at 8 p.m. on the 20th inst.

SUPREME COURT.

Thursday, 19th August.

IN CRIMINAL JURISDICTION.

BEFORE THE CHIEF JUSTICE (SIR F. PIERCE).

THE TAIKOO DOCKYARD MURDER.

Only one case was set down for trial at the August session, Wong Yuk Sheng being indicted for the murder of a fellow-workman at Taikoo Dockyard on July 9th. Prisoner pleaded not guilty. Sir Henry Berkeley, K.C., instructed by Mr. Denny, conducted the case for the Crown, Mr. J. W. Orr, instructed by Mr. J. W. Gardiner, appearing for the defence, while Mr. Lee d'Almeida e Castro, from the office of Messrs. Goldring, Barlow and Morrell, attended in the interests of the relatives of the prisoner.

The jury was empanelled as follows:—Messrs. C. W. Longuet (foreman), F. G. Carroll, A. E. McCallum, Ezra Abraham, C. H. Lyson, H. Pemberton, and G. A. Dias.

The Attorney-General stated that the deceased and the prisoner were fellow-workmen, and they were engaged on the ship *Hongchoo*, then in dock for repairs. The deceased and one of the witnesses were working inside the cabin rivetting and the prisoner and another man who had disappeared were employed outside. The deceased received a blow on his head which fractured his skull and caused his death some few hours later. There was no dispute between the Crown and the prisoner as to the fact that the deceased received a blow which caused his death. There was no dispute between the Crown and the prisoner that it was with that hammer that the blow was struck. Nor was there any dispute that it was the prisoner who caused the blow, but the issue between the Crown and the prisoner was as to the manner in which the blow was struck and received. The prisoner in his defence before the Magistrate declared that while he was working outside the hammer fell from his hands through the porthole and alighted on the head of the man working inside and injuring him—in other words, that it was a pure accident. The Crown, however, asserted that the prisoner struck the man deliberately and that the prisoner left the side of the ship and was seen in the cabin with the deceased at the time he struck the deceased on the head. If the jury believed the witnesses for the Crown, they would find that the prisoner struck the deceased in the cabin with the hammer. If they accepted the statement of the prisoner that it was an accident, the man would not be liable to any consequences. But before they accepted the statement of the prisoner they would have to reject the positive testimony of two witnesses which the Crown would call, and in considering the evidence in support of the prisoner's statement he would have to draw their attention to a part of prisoner's evidence given before the Magistrate to the effect that at the time of what he called the accident the man working with deceased outside had for some reason gone away. The practice was that if one rivetter went away work ceased, and if the jury came to the conclusion that what was usual took place—that work was stopped—then the fact that one rivetter was away would destroy the theory of the prisoner that the hammer slipped through the porthole while he was working and struck the deceased.

Mr. Piercy submitted a plan of the scene of the occurrence.

Dr. Moore, assistant superintendent at the Government Civil Hospital, said the deceased was admitted to hospital with a fractured skull, the bone of which was driven in. An operation to relieve the pressure and to arrest the hemorrhage was performed, but the deceased died shortly afterwards. He considered that it would require a fair blow with the hammer shown to have caused the injury he saw.

Cross-examined—He was not prepared to swear that the injury could not have been caused by the hammer falling from a height of four feet on the deceased man's head. He did not think the injury had been caused by a glancing blow.

The foreman rivetter deposed to seeing the prisoner strike the deceased on the head with a hammer as the latter was stopping. Witness was then on the dock about 28 feet off. When witness entered the room the prisoner left and the small boy applied tobacco to the wound. He was certain the blow was struck with the side of the hammer and not with the face, as Dr. Moore stated.

Cross-examined—Prisoner and the deceased lived together, and he knew of no reason why the prisoner should wish to injure the deceased. The boy who brought the hot rivets said the prisoner was at the side of the deceased and not behind him when he struck three blows with the hammer and not one. He also stated that the deceased was standing upright at the time he was struck and not crouching.

Mr. Orr said he would not call witnesses. A more unreasonable and unjustifiable charge never was brought before anyone, and if the jury were going to hang a man upon such evidence as that produced he was very sorry. Every witness had told a different story and Counsel would not insult the intelligence of the jury by addressing them upon the charge.

Sir Henry Berkeley having addressed the jury.

The Chief Justice told the jury that it was the prisoner's duty to explain how the murder happened. If the jury accepted the Crown facts it was prisoner's duty to explain as far as he could the malice.

The Foreman—Have we no alternative but murder?

His Lordship—No.

The jury returned after an absence of twelve minutes.

The Registrar—Are you unanimous?

The Foreman—No.

The Foreman—No.

The Foreman—No.

The Foreman—No.

The Foreman—No.

The Foreman—No.

The Foreman—No.

The Foreman—No.

The Foreman—No.

The Foreman—No.

The Attorney-General—They must be unanimous in a capital charge.

His Lordship—They must be unanimous. The Attorney-General—They must retire again.

His Lordship—You cannot push this. Really, there is no shadow of a case.

The Attorney-General—I feel very strongly the other way. The matter is out of my hands.

His Lordship—You have done your best.

The Attorney-General—The jury must either return a verdict or be discharged. Your Lordship was asked by the foreman whether there was no alternative to a verdict of murder which carries death. As a matter of fact the jury can always return a verdict of manslaughter.

His Lordship—Yes, but not on these facts.

Sir Henry Berkeley—The facts are for the jury—not for the Court. It is within their competency to return a verdict of manslaughter if they think it consistent.

His Lordship—I think it would be inconsistent with their duty if they did so on these facts.

The Foreman—If we can bring in a verdict of manslaughter we can consider it again. We will be unanimous.

His Lordship—If you brought a verdict of manslaughter I should ask you to return to your room and reconsider it.

The Attorney-General—On the facts there is no reason why we should not have a verdict of manslaughter.

His Lordship—It is impossible on your facts.

The Attorney-General—One man is seen to strike the other. It is competent for the jury to return a verdict of manslaughter if they wish.

His Lordship—I agree—on these facts: where the evidence for the Crown is consistent, but where the stories told by two witnesses are inconsistent it is impossible that I should accept such a verdict. I cannot exercise any force over the jury. Gentlemen, I must ask you to go back to your room.

The Foreman—It is no use retiring.

His Lordship—I think the jury had better go back again.

The jury again retired. On their return, they were asked:—Are you unanimous?

The Foreman—No.

The Attorney-General—I would suggest you discharge the jury, my Lord.

His Lordship—(to the jury)—You can go.

The Attorney-General—You can discharge the panel. I do not propose to proceed any further. I do not propose to present a further indictment. The prisoner can be discharged.

The prisoner was then discharged.

The prisoner was then discharged.

The prisoner was then discharged.

The prisoner was then discharged.

The prisoner was then discharged.

The prisoner was then discharged.

The prisoner was then discharged.

The prisoner was then discharged.

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The prisoner was then discharged.

The prisoner was then discharged.

The prisoner was then discharged.

The prisoner was then discharged.

CORRESPONDENCE.

THE LACK OF EDUCATIONAL FACILITIES AT THE PEAK.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS,"]

SIR,—As a newcomer to this Colony, I cannot but express my admiration of the many benefits which have accrued from an enlightened and progressive government, and, generally, I think the past and present men in authority are to be, not only congratulated, but also regarded with appreciation for the results of their labours.

There is one thing, however, which strikes me very forcibly which is not to the Colony's credit: I refer to the lack of any educational facilities for children in the Peak District. Surely, sir, this is an omission of no little importance, and one which I submit ought to receive early if not immediate attention, for, whilst the cost involved would only be small, the benefit to the children concerned would be incalculable.

Judging from my short experience of the place, what appears to be necessary is a Kindergarten School, where children between the ages of five and seven years can be taught in a scientific manner to use the senses and the mind so that when they pass on to the next step in their education they will unconsciously and without effort bring all their faculties into service, thus not only developing them but also making the task of learning easier and more interesting.

Apart from the educational advantages, the natural but easy discipline of a Kindergarten School would be very useful, and of a kind that a child can never receive at home.

The hours at Kindergarten Schools are only short, and many children regard it as a punishment to be kept away, thus proving that the system is not only useful but a real pleasure.

The children at Home have the advantages of these schools, and it would certainly appear to be a short-sighted and unkind policy not to provide them for the benefit and pleasure of the children here.

It is common knowledge that, whereas it may not be desirable to send children to an ordinary school at an early age, yet the kindergarten system, which is one of developing the faculties through play, can be taught to young children without detriment, whilst the self-control and self-discipline required in the play, work to the child's lasting benefit. It comes at an age, too, in which, whilst the mental effort of an elementary school is not desirable, discipline and occupation of some kind is certainly wanted.

To teach the kindergarten system properly it is essential that a certificated kindergarten mistress shall be employed, for if incorrectly taught it might be detrimental to the child's interest and development.

Should it be desired, a preparatory or elementary school could be associated with the kindergarten, but, judging by the children at the Peak, the latter is of the greatest importance. I would therefore submit, sir, through the medium of your columns, that the Government should undertake to provide a school of the character referred to without delay.

The school fees could be fixed so as to make a school very largely self-supporting, and a temporary engagement of a certificated mistress and temporary premises could be arranged for until something permanent can be done. In this manner the cost to the Government would be very small, no time would be lost in providing this very necessary facility, and the educational authorities could feel their way before entering on a more permanent scheme.

In this letter the subject has been merely touched upon, but it is hoped that any others who are interested in children may write to you on the subject making any suggestions that may occur to them.—I am, Sir, etc.

THE CHILDREN'S FRIEND.

P.S.—I might add that I have already spoken to a number of people on the subject, and it meets with general and enthusiastic approval. The only person who did not approve was a bachelor!

THE REVENUE QUESTION.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS,"]

SIR,—Judging by the correspondence in the local Press, the suggested increase of licence fees appears to be causing considerable interest. It is undoubtedly necessary for the Government to raise more revenue to meet the expenses of the Colony, and it is their duty to obtain same from sources which will least affect any particular section of the community.

Will this measure meet the case? From my point of view, I am a householder and a consumer of wines and spirits; my neighbour is a tradesman, and therefore I shall be paying part of his proportion for the upkeep of the Colony, and I suggest, to make it a just taxation, distribute it over the whole community by putting it on property.

I am surprised the Government have not the pluck to put the necessary amount on the rates, but if there is any truth in what one hears outside, it would appear the strings are being pulled by our unofficial members on the Council. I hope this is not the case; still it is common talk.

It would be interesting to know when the rates were last increased, also the additional revenue obtainable if raised 5 per cent.—Yours, &c.,

IMPARTIAL.

How to BE BEAUTIFUL.—Keep your complexion, Mrs. Ellis's Creme Chamois, Lash Charmant and Special Skin Tonic and Poudre Charmant will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co. Ltd. Sole Agents.

PARIS LETTER.

(Specially written for the "Hongkong Daily Press.")

July 16th, 1909.

THE NATIONAL FETE DAY.

The "glorious" Fourteenth of July passed off much better and quieter than was expected. The discontented—and their name is legion of late in France—had prepared a great demonstration programme for last Wednesday, the "Camelets du Roy," or young Royalist party, had also planned trouble, so as to spoil public rejoicings. Nothing of all this happily happened, so that loyal Republicans celebrated the 120th anniversary of the downfall of the Bastille in the usual style, by hanging out tricolours out of their windows, wearing all sorts of Republican emblems, going to see the great Military Review at Longchamps—always a magnificent spectacle—and by feasting, drinking, singing and dancing. Paris was full of visitors, all of whom greatly enjoyed the celebration of the Fete Nationale and in many cases joined in the fun. Parisians believe in eating, drinking and being merry as long as they can on that day, for the Fete only lasts a day, and they have to return to work the next morning. There was a great profusion of English flags—a sight that must have given great pleasure to all classes of French people. This year's Military Review—where the flower of the French Army marched past President Fallieres and other distinguished guests—again took place in the morning. The Review over, the soldiers marched back to their respective barracks followed by thousands of admirers. Some 25,000 troops of all arms participated in the imposing spectacle. It is estimated that quite half a million spectators were present. The Review was marred by a slight humiliating accident to the Minister of War. As General Piquart was riding past the President of the French Republic and saluting M. Fallieres with his sword, his horse became unmanageable through the music and threw him, to the uproarious amusement of the crowd. The Minister was happily unhurt and quickly remounted. *La Republique* from Meulan, and the *Ville de Nancy* from Sartrouville—two of France's greatest and newest airships, arrived from opposite directions as the troops began the march past. Stopping 100 yards away from the Presidential box, the ships saluted the Head of the State by dipping their flags.

The majority returned to Paris after the Review, and spent the afternoon at the Opera and other theatres, which, as usual, were crowded to suffocation, for the gratuitous performances given on the occasion of the Fete Nationale. In the evening—the weather still being fairly fine—everybody came out of doors again, this time to see the open-air dancing and brilliant illuminations and fireworks displays. The wine-shops and cafes, which were allowed to remain open all night according to custom, made a fortune. The beggars and hawkers invaded Paris—New Year's Day and the Fourteenth of July being the only two days in the year on which they are at complete liberty to do as they like provided they behave themselves. Many seized the occasion to go to the Opera, or other places of amusement, which, as already remarked, are opened free to all who can succeed in getting in. There is always a terrible crush and fight for seats. It pays to get in, as the plays are all brilliant and exceptionally attractive.

AERONAUTIC.

Mr. Latham is still weatherbound; otherwise he is quite ready to attempt flying across the Channel. No one feels more annoyed than he does at having to unavoidably disappoint so many people on both sides of the Channel as he does. He is a model of patience; so is his companion-inventor, M. Levasseur. There is absolutely nothing else to do under the regrettable circumstances than to wait patiently at Sangatte for a favourable opportunity, which never seems to come along. Mr. Latham is a confident of ultimate success as ever. To attempt a flight across under present conditions would be to court disaster, perhaps certain death. Hence, why Mr. Latham is so strongly advised to wait. It is only natural that the intrepid young Frenchman should feel greatly disappointed with his persistent run of ill-luck. Thousands of visitors continue to arrive from all parts to inspect his wonderful monoplane, and in expectation of seeing him depart. Many are getting tired of waiting and are losing interest in the venture. Last Tuesday Mr. Latham—a Frenchman born of English parents—made a superb trial flight which greatly delighted spectators. He soared to a height of 200 feet, clearing the air in wide circles. Descending in a field in a valley, the sudden cessation of the wind brought the aeroplane to the ground rather more sharply than was expected. The landing skid was broken and a wheel buckled. The repairs were only a matter of a few hours. So pleased was Mr. Latham with the behaviour of the machine that he decided that it is unnecessary to make further trials. Next time he rises in the air it will be to attempt the Channel without delay. The Conte de Lambert has arrived at Wissembourg a few miles away, with his Wright aeroplane with which he hopes to fly across to Dover. Other competitors are also getting ready for the record flight; this has not a little made Mr. Latham feel uneasy. One and all in any case are at the mercy of the terrible weather. Had it been possible to attempt the flight before, Mr. Latham would have had it all his own way, and if successful would have immediately received the *Daily Mail* prize of £1,000. To-day he has to reckon with rivals. Mr. Latham and others may have to wait probably a month before the weather is exactly fit for a journey of this description. The crossing of the Channel is a very tricky business even at the most favourable time, and caution is

absolutely necessary. That said, it is utterly unjust to blame Mr. Latham before the expectations of the public have not been immediately realised. Mr. Latham's monoplane *Antoinette* is in an absolute perfect condition ready to start at a moment's notice.

LA FEMME FRANCAISE.

It is proposed to shortly erect a monument on the Champ de Mars to the glory of "La Femme Francaise," thus honouring the French woman. The scheme has met with the warmest support not only from the Municipal Council but from politicians of all parties, artists, literateurs, soldiers, and sailors, &c. The monument in question will take the form of an allegorical figure, it will be in bronze, pyramidal in shape, and attain a height of 40 feet. The pedestal will be ornamented with bas-reliefs glorifying the courage, devotion and resignation of Frenchwomen.

THE DIAMOND SWINDLER.

One fails to see what Lemoine, the diamond swindler, hopes to gain by appealing as he has just done against the sentence passed on him last week. He cannot establish his innocence. A confirmation of the sentence will likely result.

EFFECTS OF UNSEASONABLE WEATHER.

One has only to go into the country for a few hours to see what the abominable weather has done to farmers and gardeners. Certain it is that we have had no summer weather so far, and not likely to. It was much warmer and more agreeable in the early part of May than now. Fruit and vegetables are selling at very high prices in Paris; first, because of the large number of visitors, and, secondly, because the persistent rain has ruined the agricultural produce. Everything is soaked and rotting on the ground. Those who depend on the weather for their prosperity are to be sincerely pitied. Poor farmers! Everyone is complaining, everyone is disgusted with the wretched weather, which is ruining thousands. For instance, there is no indication, as in other years, of a movement towards the coast and the country. There has been up to now no stampede on the part of society for the summer resorts. It would only be a waste of money without enjoyment.

Yet, there was every reason, or rather more reason, this year why the exit for the seashore and the mountains should be as universal as ever, for the season had been prolonged by a fortnight. Even in Paris, those to whom fine weather is everything remain indoors. There is no enjoyment in sitting in the open-air theatre or outside restaurants while the rain blows into one's face. All engagements are cancelled; society is patiently waiting for the clouds to roll by—if they ever will. It is a most unfortunate state of things for everybody.

THE NAVY.

The discussion in Parliament on the Navy Report has, so far, yielded nothing. As much was expected by all those familiar with French politics. According to the *Gaulois*, "The inquiry has sunk like a stone." Deputies and Senators belong to the same family, it remarks; they know one another, they have studied each others' careers and can prove very dangerous opponents. Therefore, they do not attack one another. So the naval scandals are likely to sleep in the archives of the Rue Royale for want of a party strong enough and energetic enough to insist on reform. Meanwhile, the failure of Parliament to effect anything at all is more and more apparent. Questions of extraordinary importance have been before the Legislature, but they have resulted in nothing. Those questions include the revision of the Customs duties, an electoral reform bill, the reorganisation of the Navy, and the famous "Statut des Fonctionnaires," which regulates the position of civil servants. Of course these measures cannot possibly be voted before the breaking up for the summer vacation. In November next, when Parliament re-assembles, its whole time will be taken up with the voting of the trouble-some Budget.

TAXATION.

As most people are aware, there is no country in Europe more highly taxed than France, and no country where, in a certain sense, there is so little to show for it. Well may it be said that the Budget figures of M. Caillaux, the Minister of Finance, have frightened everybody, while his proposed Income-Tax has driven millions from the country. The Republican Government, in spite of its other virtues, is certainly not cheap. In spite of its strict economy as compared with Royal and Imperial countries, France sinks deeper and deeper into the mud each year. The vast and growing expenditure, which puts a greater and greater burden upon the people is difficult to explain. One is not far wrong in attributing it to social legislation. Bureaucracy is a curse to the country. M. Caillaux admits a deficit of 100,000,000 francs (£1,000,000,000), which has to be met by new taxes and loans, while the Budget of 1909 is at the present moment in a scarcely more favourable situation. A report by M. Doumer on a number of supplementary credits was laid before the Chamber a few days ago. Up to the present the supplementary credits required amount to £3,780,000, and allowing for surplus receipts there is still a deficit of £2,330,000, to which the initial deficit of the Budget of 1909 (short-term bonds of a value of £2,200,000) must be added, making for the first five months of the financial year a total deficit of £4,530,000. M. Doumer remarks in his report that a number of supplementary estimates appear to be inevitable for the operations in Morocco, the strengthening of the artillery, &c., and expresses alarm at the situation. M. Caillaux defends his Budget proposals for the year 1910, and remarks that it is now too late for the taxpayer to complain of the increase of expenditure: when Parliament was preparing to vote laws which entailed new expenses on the State was the proper time. If

certain salaries could reasonably be suppressed, other salaries we are told require to be raised. All this is lamentable and likely to lead to very serious trouble. The position of Minister of Finance in France is no sinecure. M. Caillaux is the most abused man in France at the present moment on account of his demands for money. The people are getting tired of being bled year after year; it seems a matter of impossibility for France to get free of debt, however hard she tries. The time is coming when the people will refuse to pay more taxes. A serious state of things which the Government must reckon with.

WORLD'S EIGHTH WONDER!

EMBANKMENT OVER THE IRISH SEA.

ASTOUNDING PROJECT.

Seldom in this twentieth century does one come across a project and a place more curiously reminiscent of the middle ages than may be found any one of these days in the very heart of modern Britain, whence has just issued one of the most astounding projects of recent times.

The place is a tiny little cell-like apothecary's shop close to Brixton Station—just such an apothecary's shop as one could imagine Romeo visiting in Mantua—where one has hardly room to turn amongst old bottles and rusty keys, mysterious-looking boxes and presses. The personality is Dr. George P. Sargent, once a physician with a good country practice in Essex, now an old man of 70 turning his hand to all sorts of strange pursuits.

Originally a Guy's man—M.D. of St. Andrew, and M.R.C.S. Eng.—he proclaims himself physician, surgeon, oculist, dentist, apothecary, house and estate agent, insurance agent, and vendor of proprietary articles. Indeed, packages representing various curiously-titled blends of coffee, cocoa, sugar, malt and hops, jodels the cases of false teeth and other paraphernalia of the window.

But amidst all these distractions, old Dr. Sargent pursues in every spare moment the work of his life, which is the promulgation of a great project for saving Ireland. To this he hopes to add, like the alchemist of old, he devotes all the knowledge and energy his 70 years can muster and, apparently, not a little. The such cash as accrues through the shop. The plan is nothing less ambitious than the joining of Ireland to Great Britain by the running of a dam—rather, two dams—across St. George's Channel.

TWO DAMS ACROSS THE SEA.

In a little den at the back of the shop, lined with encyclopedias, Dr. Sargent detailed his scheme to a *Daily Chronicle* representative. He did so with an airy cheerfulness and confidence that made doubt a sacrilege. My scheme is simply, said he, to dam St. George's Channel. Of course, everybody laughs at me—my own family included. They say it is impossible, but that everything was impossible once—steam voyages, airships, the Suez Canal, and a thousand great inventions. I have studied the matter for thirty years, and I am sure it is possible.

My idea would be two dams—one stretching from Holyhead to Greenore, another from St. David's Head, near Fishguard, to Camrose Point, in county Wexford. The dams would have to be respectively sixty-three miles and fifty-two miles in length. They would have to be a mile in width at the base and a quarter of a mile wide at the top.

This would afford a fine embankment, over which trains could run, roads, houses, etc., be built, practically uniting Ireland to England or rather, to Wales. All within the dams would be converted into an inland sea, while canals from Milford Haven to Fishguard and through the Menai Straits would permit the passage of shipping.

The effect of it all would be, Dr. Sargent gaily continued, to settle once and for all the Irish question and to develop all the unused resources of Ireland. It would be a stupendous work, I know. It would mean millions of tons of stone being dropped into the sea. But there is the stone right enough in the Welsh mountains.

THE ESTIMATED COST.

I have figured out the cost at something over £50,000,000, and it would take thirty years. The money could be paid back by tolls. Think, by the way, what a fine motor track it would make round the coasts and over the Channel—and what a splendid place for yachts the inland sea would be!

So the old man babbled on about his dream. In the light of his faith in the efficacy of an Act of Parliament was easily negotiated. I shall just apply to King Edward to be created a marquis, he said, and put a Bill through. Everything would come in useful, you know. Even the obsolete battleships would serve for old iron.

Not least, Dr. Sargent has started what he hopes will prove an annual and universal guinea subscription, and has had maps and prospectuses printed, and even receipt forms. But, he remarked, you wouldn't believe it, I haven't had a single subscription yet. Ha, ha, ha!—and the old fellow laughed with a good humour that showed a certain amount of good sense. The scheme, he said, was a good one, but it was impossible to carry out. It was a good one, but it was impossible to carry out.

FREE ON STEAMER "GLENDAVON."

Last week the watchman on board the steamer *Glenavon*, 2,798 tons, Captain Wolfenden, from Liverpool with general cargo, lying at the C. M. Lower Wharf, Hongkong, Shanghai, noticed smoke issuing from one of the forward holds. He at once gave the alarm and the officers and crew mustered, ready for service. The hold was kept closed and the fire was finally located in the No. 2 hold, in which there was a cargo of phosphorus and brass. The crew soon had streams playing on the fire, using the ship's own appliances. In addition to these several streams were also led on board from wharf. The general alarm was not sounded and it was not found necessary to call in any outside assistance. A good deal of the cargo has been damaged by both fire and water, but the damage to the ship itself is trifling. Most of the cargo will have to be landed in order to ascertain the full extent of the damage. The crew of the ship worked well and deserve credit for the manner in which they got the fire under control.—*Shanghai Mercury*.

NOTES AND NEWS.

HEREDITY.

The Ministry now has three members who are practically hereditary legislators; and all of them, says the *World*, seem to think it their duty to show that they possess the defects of their fathers' qualities.

"Where big Sir William was defective Was in his loud and crude invective; And brilliant Randolph, though so able, Was far too reckless and unstable: Gladstone, the orator persuasive, Was sometimes shifty and evasive. The faults of all these mighty ones Live greater in their lesser sons."

TEST OF YOUTHFUL TRAINING.

To prove the benefit of their careful physical training the two young sons of John Abernethy, a United States marshal, have started on a horseback trip of 1,500 miles without any adult companions. They are five and eight years old respectively, but their father, boasts, the *Chronicle* says, that they are "as hard as nails," and will finish the trip with honours. The route they are taking will be from Guthrie, Oklahoma, where they live, through Texas and New Mexico to Roswell. Specially selected ponies have been secured for them, the eldest boy having become the owner of a famous cowboy mount used by ex-President Roosevelt.

FIVE BROTHERS WED FIVE SISTERS.

A Kentucky dispatch reads:—A marriage ceremony in Kent county to-day united five sisters to five brothers. Misses Maud, Nellie, Kate, Anne and Susie Martin were married to John, Dan, Hugh, Jack and Dick Hill. Five sisters acted as bridesmaids and five brothers of the bridegrooms acted as best men. It was proposed to follow the wedding with a honeymoon for the five happy couples to extend to St. Louis, but the lateness of the crops prevented the members from leaving home at this time.

THE DEBTS OF A KING.

The *Seculo* (Lisbon) states that the commission appointed to inquire into the loans made by the Government to the Royal Family during the reign of King Carlos has now reported that the total amount is £400,000. According to the arrangement made and approved by Parliament last year, the sum, which has now been determined, is to be repaid in twenty annual instalments. This means that out of King Manuel's yearly civil list of £75,000 the amount of £20,000 will have to be deducted to liquidate his father's debts.

BROKEN NECK NOT FATAL.

Edwin G. Ladd, a fireman, on whom an inquest was held by the Southwark coroner last month, broke his neck by falling from a ladder at the bridge headquarters.

"I believe there was a similar case of a broken neck some years ago," the coroner remarked.

"Yes," a medical witness from Guy's Hospital stated, "and a man is still alive, and is likely to live for another ten years. He requires medical attention night and day, but he is quite cheerful. He reads the newspapers and knits."

HOUSE BUILT FROM BATTLESHIP.

As an illustration of the lax methods in the French Navy which have had such a dramatic sequel may be mentioned the revelations made recently at the trial of an arsenal employee at Toulon on a charge of pilfering. The evidence showed that the man had built a house out of fittings which he had pilfered from the antiquated battleship *Neposée*, which lay in the State harbour. Making journeys in a small boat by night, he removed timber, ironwork, and practically all he wanted, and when the house had risen two stories, he moved into it, together with two families with which he was connected. Another story went to the effect that the occupants, and Lefebvre was denounced to the authorities. He was sentenced to a year's imprisonment, but given the benefit of the First Offenders' Act.

MR. ROOSEVELT'S ADVENTURES.

Mr. Roosevelt, according to the special correspondent of the *New York Press* in Africa, gathered material for a thrilling chapter of reminiscences recently, when he engaged in a perilous encounter on Lake Laivasha with more than a dozen hippopotamuses. Starting at 9 a.m. in a small boat rowed by two negroes, Mr. Roosevelt had proceeded to a remote part of the lake, when he was suddenly attacked by a "school of hippopotamuses." Some of the animals dived beneath the boat, rising under its weight and striking the bottom of the frail craft with their backs. Others swam straight into the boat. The negroes were frantic with fear. Shouting to them to keep still, proceed a story, Mr. Roosevelt seized his gun and shot in quick succession two of the "hippos," one a cow and one a bull, and frightened the rest away. Finally a launch with a rescue party reached the ex-President and assisted him in towing the specimens ashore.

KING SOLOMON'S MINES.

The statement made at the Rhodesian dinner that the ancient workers by delving only 50 ft. into the soil had extracted, it was calculated, between sixty and seventy million pounds worth of gold, throws an interesting light on old pictures which always seemed mysterious if not incredible, remarks the *Pall Mall Gazette*. When we read how King Solomon made the utensils of his temple, the snuffers, basins, and so forth, of pure gold, and overlaid with gold the doors, the laver, the ephod, and all the hundred and one decorations of that unrivalled edifice, we are apt to wonder where all this gold was obtained. Dr. Karl Peters has proved that the people who delved in the Transvaal and left behind them some 500 temples, fortifications, and mines, were the Phoenicians. These people we know from other sources "enriched the Kings of the earth," besides "making glorious in the heart of the sea" their own cities of Tyre and Sidon. They had intimate trade relations with Solomon, and so it becomes evident that the phrase, "King Solomon's Mines," is no mere fanciful creation, and that much of the precious metal procured of old between the Zambesi and the Limpopo found its way to Jerusalem.

INTERESTING RAILWAY REMINISCENCES. There has just passed away one who was intimately associated with the British railway system when it was in its very crude infancy. Mr. David Stevenson, whose death has occurred in his 88th year, joined the London and Birmingham Railway in June, 1837, and rose to the position of goods manager of the London and North-Western Railway. He kept a private diary of the important events of those early days when the third-class passengers rode in open carriages, and tickets were torn from a book.

Mr. Stevenson has told how the roadside stations were enclosed with lofty iron railings, within which the passengers were imprisoned until the train arrived. They were then permitted to rush out to take their places, for which they sometimes had to join in a free fight. "Then the engine gave a prolonged whistle," which Charles Dickens described as saying,

THERE IS SKILL AND

THOROUGHNESS

OF CONSTRUCTION

IN ALL

PIANOS

WE IMPORT

STAMPING THEM IN EVERY WAY

SUPERIOR VALUE

BUILT THROUGHOUT FOR

THIS CLIMATE.

ROBINSON PIANO CO. LTD.

Here are 250 people in the fiercest extremity of danger, and here are their 250 screams all in one. The clatter caused by the stone blocks, which were used until the wooden sleepers replaced them, added greatly to the unpleasantness of the journey.

In Mr. Stevenson's early days the signalmen were actually men signals. They were chained as the *Telegraph* reminds us, as the policemen of the period, with dress-coats buttoned up to the throat, white duck trousers, and top hats. They stood at intervals along the line, and performed "with their arms, their worried brains, and two flags" all the duties of the signal-posts by which they were superseded. Sir Robert Peel, Lord Brougham, and Daniel O'Connell often rode on the railway, according to the diarist, for the novelty of the sensation.

WINE GROWING AT CHEFOO.

In the Chefoo Trade Report, Mr. F. S. Unwin, Commissioner of Customs, gives the following interesting account of a notable local enterprise:—

Space may be found here for a brief account of the wine-growing enterprise started in Chefoo in the year 1891 and presented in the face of many difficulties with extraordinary patience and perseverance, at a vast outlay of capital, by the Chang Yu Pioneer Wine Company. The Company, private one, owned mainly by the well known Kwangtung capitalist Mr. Chang Cheung-heun and under the local direction of his nephew, Mr. Chang Yung-tung, commenced operations in 1895 under a Government charter, issued at the instance of the Grand Secretaries Li Hsiang-chang and Wang Wen-shao, primarily with a view to making wine from the excellent native grape grown in large quantities in the Chihli, Shantung, and Fengtien provinces. It was very soon found, however, that the supply was not only irregular, insufficient, and costly, but that the grape itself was deficient in sugar and produced a wine of poor and thin quality. Some vines were then imported from America and planted in the company's own vineyard near Chefoo. In 1894 under Baron von Sabet, the Austrian expert who manages the business, large quantities of different varieties of vines, guaranteed free—but not immune—from disease by the Austrian Government nurseries, were imported and planted. These flourished at first but after some time became infected with phylloxera, the source of which was found to be the first vines imported from America. The company had then to face the prospect of the complete ruin of its enterprise or the costly alternative of gradually replacing every plant by graftings on imported plants of the disease-resisting varieties. The first batch of these was imported from Austria and planted in 1902, since when the process of substitution has gone on steadily, with the result that the bulk of the plants covering the 700 mou (roughly, 120 acres) now under cultivation are immune to the pest. During all these years the vintage has been accumulating and maturing in huge casks in the cellars of the company—the actual stock, consisting of over 20 varieties of red and white still wines, being about 2,000 hectolitres and 1,000 white. The wines are pronounced by all who have tasted them, including not a few connoisseurs, to be excellent, and much pressure has been brought on the company from various quarters to induce it to sell. Before this is possible, however, the question of casks and bottles, which presents considerable difficulties, has to be solved. So far no wood suitable for casks has been obtainable in eastern markets. There is a glass factory at Poshan, on the railway line between Tientsin and Wei-shan, which turns out a very superior description of glass, but up to the present has not been willing or able to undertake the supply of wine bottles. The Chang Yu Wine Company now possesses 1,000 mou of land on the Chefoo hills but experiences many obstacles in adding to it. Though practically worthless for farming, owners of adjacent land ask prohibitive prices. The results of many years experience show that the climate—though occasionally injuriously damp during July and August—and the soil of the district are on the whole suitable to wine growing, and that a vast amount of hill land, otherwise unproductive, could be made productive if obtainable at a reasonable price. The enterprising pioneers of this new industry are entitled to all the encouragement and support the Government can give it.

PASSION PLAY AT OBER-AMMERGAU.

Ober-Ammergau is a picturesque village in Bavaria about 60 miles from Munich and is celebrated for the passion play which is performed there every 10 years. The next performances take place in 1910, the play being given 32 times between May and September. Messrs. Thos. Cook and Son have been appointed official agents for the play and will be pleased to give any further information on application at their local office, 16 Des Voeux Road.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Presses Codes: A.B.O. 5th Ed. Lib. 2.

P.O. Box 33. Telephone No. 12.

NEW ADVERTISEMENTS

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"DEVANHA"
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex "Morea."
From Calcutta, &c., ex "Palawan."
From Persia, Gulf, &c. B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 24th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the Goods have left the Godowns.

R. A. HEWETT,
Superintendent.
Hongkong, 18th August, 1909. [1]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.
FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE Company's Steamship

"KANAGAWA MARU,"
having arrived from the above Ports, Consignees of cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon To-Day.

Goods not cleared by the 25th inst. will be subject to rent.

No Fire Insurance has been effected.

Damaged packages must be left in the Godown for examination by the Consignee's and the Co.'s representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.
Hongkong, 18th August, 1909. [1096]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.
S.S. "BENLAWEES"
FROM LEITH, ANTWERP, MIDDLESBOROUGH, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 31st inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 19th August, 1909. [1095]

BUTTERFLY CABINETS FOR SALE.

TWO well made CAMPHOR WOOD CABINETS, Eight Drawers each, fitted with glass. Cheap.
PERCY SMITH & SETH.
Hongkong, 19th August, 1909. [1092]

NOTICE.

CHINESE INTERPRETER Required at the MAGISTRATE'S COURT, Sandakan, British North Borneo. Qualifications are a Knowledge of the Hokien, Tiochiew, Hakka, and Cantonese dialects—a Knowledge of the Reading and Writing of the Chinese Characters is desirable. English essential.

Salary—\$90 per month Singapore Currency with an allowance of \$10 per month in lieu of quarters.

Applications to—
GIBB, LIVINGSTON & Co., Agents,
British North Borneo Govt.
Hongkong, 11th August, 1909. [1061]

GRACA & CO.

(Established 1896).
No. 27 DES VUEX ROAD.
Dealers in
POSTAGE STAMPS
AND
VIEW POST CARDS.
Just Received a Selection of
Smy's ILLUSTRATED
POSTAGE STAMP ALBUMS
of Latest Edition, from \$1.75 to \$16 Each.
Inspection Invited. [910]

PUBLIC COMPANIES

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the Court Room, 21st day of August, 1909, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1909.

The REGISTER of SHARES of the Corporation will be CLOSED from MONDAY, the 9th August, to SATURDAY, the 21st August, 1909 (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager. [1028]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held in the Office of the Company, Monday, 23rd August, at 12 o'clock, Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 30th June, 1909.

The TRANSFER BOOKS of the Company will be CLOSED from the 9th to the 23rd August, both days inclusive.

By Order of the Board of Directors,
GEO. A. CALDWELL,
Acting Secretary. [1015]

HONGKONG ICE COMPANY, LIMITED.

NOTICE.

IN Accordance with the Provisions of No. 104 of the Articles of Association the General Managers have This Day declared an INTERIM DIVIDEND for the half year ended 30th June, 1909, of TWO DOLLARS PER SHARE.

DIVIDEND WARRANTS may be obtained on application at the Office of the Company on and after WEDNESDAY, 25th instant.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th instant to the 24th instant, both days inclusive.

JARDINE, MATHESON & Co., Ltd.,
General Managers.
Hongkong, 13th August, 1909. [1074]

INSURANCES

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

WITH WHICH IS INCORPORATED THE OCEAN MARINE INSURANCE CO.
TOTAL FUNDS AT 31st DECEMBER, 1908
£19,121,510.

I. Authorized Capital ... £5,000,000
Subscribed Capital ... 3,275,000
Paid-up Capital ... 1,212,500 0 0
II. Fire Funds ... 3,204,753 7 10

The Underwritten AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO.,
Agents.
Hongkong, 14th August, 1909. [908]

NOTICE.

HAVING been appointed AGENTS in Hongkong for the WESTERN ASSURANCE COMPANY, we are prepared to accept approved European and Chinese Risks at Current Rates.

JOHN D. HUMPHREYS & SON,
Hongkong, 18th August, 1909. [1083]

THE DAIRY FARM CO., LTD.

CHOICE AUSTRALIAN

BEEF, LAMB,
MUTTON,
RABBITS
AND
HARES.

[563]

SINGON & CO.

IRON, STEEL, METAL AND HARDWARE MERCHANTS.

Wholesale and Retail Ironmongers, Pig Iron, and Foundry Coke Importers. General Storekeepers and Shipchangers. Nos. 35 & 37, HING LOONG STREET, (2nd Street, west of Central Market) Telephone No. 515. [583]

A LING & CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken.
Hongkong, 31st July, 1907. [629]

JUST LANDED

A LARGE ASSORTMENT OF
LADIES' & GENTS' BOOTS
& SHOES.

A. TACK & CO.

PHOTO-SUPPLIES.

26, DES VUEX ROAD, CENTRAL.
Hongkong, 20th August, 1909. [37]

INTIMATIONS

ST. JOSEPH'S COLLEGE.

THE Scholastic Year will COMMENCE on MONDAY, 23rd inst.

For particulars as to Board and Tuition apply to—
THE DIRECTOR.
Hongkong, 19th August, 1909. [1090]

NAVY CONTRACT.

TENDERS are invited for the Supply of UPHOLSTERY WORK for one year from 1st September, 1909, to H.M. NAVAL YARD, Hongkong.

Forms of Tender can be obtained on application to the NAVAL STORE OFFICER, H.M. NAVAL YARD, and should be returned not later than Noon the 23rd August, 1909.

A deposit of One Hundred Dollars (\$100) will be required when applying for Tender Forms. This will be returned if the Tender be declined. The lowest or any Tender will not necessarily be accepted, and the right is reserved of accepting any portion of a Tender.

H. RISSLAND,
Naval Store Officer.
Hongkong, 18th August, 1909. [1084]

HONGKONG JOCKEY CLUB.

NOTICE.

MEMBERS wishing to put down for Subscription Grubins for the next RACE MEETING are requested to send their Names in to the Undersecretary, from whom all particulars regarding Price and conditions pertaining to selection and passing may be obtained.

T. F. HOUGH,
Clerk of the Course.
Hongkong, 23rd July, 1909. [1014]

SUTTON'S SEEDS.

Special Selected Collections for this Climate.
VEGETABLES and FLOWERS in AIR-TIGHT CASES.
To be obtained from
CHINA EXPRESS CO.,
Telephone 668. 3, Duddell Street. [50]

TO LET

KING'S BUILDINGS.

OFFICES facing the Harbour from about October at present in occupation of Messrs. JARDINE, MATHESON & Co., Ltd.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st August, 1909. [818]

POPULAR SUMMER RETREAT.

ONE of the BEST HOUSES at Kowloon, the Beautiful Summer Resort and Sanatorium, near Fochow, to be let, fully furnished, for the whole season. Apply to Office of this paper for references.

Fochow, 22nd May, 1909. [794]

TO LET.

NO. 1, OBSERVATORY VILLAS, Kowloon. Five-Roomed House; Electric Lights and Tennis Court.

"ELEANOR BUNGALOW," Kowloon. A Small Garden attached. Moderate Rental. Apply to—ARRATTON V. APCAR & Co., 14, Des Vaux Road. [399]

TO LET.

NO. 2, ELLIOTT CRESCENT, ROBINSON ROAD, Six-Roomed House, with Out-house, Commanding a Fine View of the Harbour.

Apply to—
F. X. D'ALMADA & CASTRO,
33, Queen's Road Central.
Hongkong, 7th July, 1909. [936]

TO LET.

FIRST FLOOR, No. 6, ICE HOUSE ROAD, NINE ROOMS, Electric Fittings, suitable for Offices or Dwellings. Also, GODOWN, No. 9, Duddell Street.

Apply to—
A. B. AVASIA,
1, Duddell Street.
Hongkong, 1st July, 1909. [912]

TO LET.

GROUND FLOOR, No. 75, WYNDHAM STREET. Electric Fittings.

Apply to—
A. B. AVASIA,
1, Duddell Street.
Hongkong, 10th August, 1909. [941]

TO LET.

NO. 1, GARDEN ROAD, Kowloon. Five-Roomed House and Tennis Court.

Apply to—
H. M. H. NEMAZEE,
9, Peddar's Hill.
Hongkong, 14th August, 1909. [1073]

TO LET.

NO. 1, CANTON VILLAS, Kowloon. Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 4th August, 1909. [1035]

TO LET.

NO. 26, WYNDHAM STREET, containing 6 ROOMS.

Apply to—
E. A. & C. F. CAVALHO,
14, Arbuthnot Road.
Hongkong, 4th August, 1909. [1036]

TO LET.

NO. 1, ORMSBY TERRACE. No. 5, BARROW TERRACE. Cheap Rental. The well known Durbar House.

Apply to—
SPANISH PROCURATION.
Hongkong, 31st July, 1909. [1026]

TO LET.

ONE LARGE OFFICE ROOM, No. 1, Prince's Building, 11 Floor.

ONE SPACIOUS GODOWN, No. 125, Wanchai Road.

Apply to—
REUTER, BRÜCKELMANN & Co.
Hongkong, 1st July, 1909. [911]

TO LET

TO LET.

IN No. 6, DES VUEX ROAD CENTRAL, OFFICES and GODOWN.

In No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices.

No. 9, PEDDAR'S HILL, a Commodious Five-Roomed Dwelling House, with Servants Quarters, next to the Masonic Club.

Apply to—
DAVID SASSOON & Co., Ltd.
Hongkong, 7th August, 1909. [1454]

TO LET.

NO. 1, WYNDHAM STREET, suitable for SHOP and OFFICE, etc., lately occupied by Weismann Ltd., for Tiffin Rooms.

Apply to—
YEE SANG FAT & Co.,
Opposite General Post Office.
Hongkong, 21st June, 1909. [871]

TO LET.

GODOWNS Nos. 7, 8 and 10, and the Top Floor, No. 3, (Tang Lap Ting's Godown East Point).

Immediate Possession. Rent exceptionally moderate.

Apply to—
KAM FOOK,
No. 107, Wellington Street,
behind the Stag Hotel or Keeper of No. 6, Godown on the Spot.
Hongkong, 28th May, 1909. [797]

TO LET.

NO. 1 and 3, MORRISON HILL. Also OFFICES at No. 2, PEDDAR STREET.

Apply to—
MESSRS. JARDINE, MATHESON & Co., Ltd.
Hongkong, 31st May, 1909. [807]

TO LET.

FIVE ROOMED HOUSES at Kowloon.

1 ROOM on First Floor of "Hotel Mansions," with use of Bath Room, suitable for Office or Living Room.

NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate Possession. Cheap Rentals.

KOWLOON MARINE LOT 49, Yaumati, Area 85,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—
HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.
Hongkong, 29th June, 1909. [909]

TO LET.

NO. 2, OLD BAILEY. "Immediate possession. Moderate Rental.

Apply to—
ARRATTON V. APCAR & Co.,
14, Des Vaux Road.
Hon kong, 7th August, 1909. [1053]

TO LET.

A HOUSE in Wong Nai Chong Road.

A HOUSE in BIPON TERRACE. OFFICES to Let, No. 2, Connaught Road, 3rd Floor.

No. 3, CLIFTON GARDENS, Conduit Road.

No. 10, DES VUEX ROAD CENTRAL, 1st Floor.

OFFICES in YORK BUILDINGS. GODOWNS in PRAYA EAST. BLUE BUILDINGS and No. 15B, Des Vaux Road next to the HONGKONG HOTEL.

FLATS in MORETON TERRACE. Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st August, 1909. [97]

TO LET.

GODOWNS, Nos. 95, 96 and 97, PRAYA EAST.

Apply to—
CHATER & MODY,
Victoria Buildings.
Hongkong, 1st February, 1909. [284]

TO LET.

STORAGE. FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT No. 283 at NORTH POINT, suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.

Also FOR SALE. Portions of MARINE LOTS Nos. 31 & 36 on PRAYA EAST. Approximate AREA 43,000 SQUARE FT. 999 YEARS' LEASE.

For Particulars, apply to—
GEO. FENWICK & Co., Ltd.
Hongkong, 8th June, 1906. [96]

TO LET.

GODOWN, No. 5A, DUDDELL STREET.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st August, 1909. [98]

TO LET.

NO. 2, BEACONFIELD ARCADE, facing the Parade Ground.

PREMISES now in occupation of Messrs. Gordon & Co., known as 21, Whitefield, Shanwan Road.

PREMISES at SHAMRIN, CANTON, now in occupation of the Canton Kowloon Railway. The EYRE, No. 13, Peak. Unfurnished from 1st June, 1909.

BEACONFIELD ARCADE, Fine Shops, Offices and Dwelling Rooms.

DWELLING ROOMS and OFFICES in Queen's Road Central.

GODOWNS in Duddell Street. ROBINSON ROAD, newly painted and color-washed, exceptionally cheap rentals.

FOR SALE—Tos CHEST, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands.

Apply to—
LINSTREED & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, 14th August, 1909. [100]

TO LET.

ONE DETACHED ROOM, with Separate Entrance and Verandah, in Prince's Building, Second Floor.

Apply to—
WM. MEYERINK & Co.
Hongkong, 2nd July, 1909. [920]

BANKS

THE

YOKOHAMA SPECIE BANK LIMITED.

CAPITAL PAID-UP Yen 24,000,000

RESERVE FUND 15,500,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES.

Tokyo
Nagasaki
New York
Bombay
Calcutta
Shanghai
Tientsin
Dahly
Amoy
Yokohama
Kobe
London
San Francisco
Hongkong
Hankow
Peking
Port Arthur
Mukden
Chungking
Chiang Chai

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent per annum on the daily balance.

On fixed deposits for 12 months 4 1/2 per annum
" " " 6 " 3 1/2 " " " " " 3 " 2 1/2 " " " " " 3 " 2 " " " " "

TAKEO TAKAMICHI,
Manager.
Hongkong, 2nd July, 1909. [454]

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853, HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,200,000

RESERVE FUND £1,575,000

RESERVE LIABILITIES OF PROPRIETORS £1,200,000

INTEREST allowed on Current Account at the rate of 2 per cent. per annum on the Daily balances.

On Fixed Deposits for 12 months 4 per cent for 6 " 3 1/2 " for 3 " 3 " "

WM. DICKSON,
Manager.
Hongkong, 6th April, 1909. [121]

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY) ESTABLISHED 1824.

PAID UP CAPITAL FL. 45,000,000 (£3,750,000)

RESERVE FUND FL. 6,125,745 (about £479,407)

HEAD OFFICE: AMSTERDAM. HEAD-AGENCY: BATAVIA.

Branches:—Singapore, Penang, Shanghai, Bangkok, Samarang, Sourabaya, Cheribon, Tegal, Pessalong, Paseroean, Tjilatjap, Padang, Medan (Deli), Palembang, Kotabadjie, (Akoen) Bandjermasin, Batavia, Correspondents:—at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hankow, Amoy, Yokohama, Kobe, Melbourne

NOTICES TO CONSIGNEES

FROM EUROPE.

THE H.A.L. Steamship

"SPEZIA,"
Captain Girsleben, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills-of-Lading countersigned by the Underigned.
Optional Cargo will be forwarded unless notice to the contrary be given before To-Day.
All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th inst. will be subject to rent.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th inst. at 3 P.M.
No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINIE,
Hongkong Office,
Hongkong, 13th August, 1930. [1072]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.
FROM ANTWERP, MIDDLESBRO',
LONDON AND STRAITS.

THE Steamship

"GLENSTRAE,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at THEIR RISK into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.
Goods not cleared by the 23rd inst. will be subject to rent.
No Fire Insurance will be effected.
All damaged packages must be left in the Godowns, where they will be examined on the 23rd inst. at 11 A.M.
No claims will be recognised if not presented within 14 days of the steamer's arrival.
M. GREGOR BROS. & COV.
Hongkong, 16th August, 1930. [1078]

FROM EUROPE.

THE H.A.L. Steamship

"C. FRED. LAEISZ,"
Captain Wagner, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills-of-Lading countersigned by the Underigned.
Optional Cargo will be carried on unless notice to the contrary be given before To-Day.
All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst. will be subject to rent.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th inst. at 3 P.M.
No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINIE,
Hongkong Office,
Hongkong, 18th August, 1930. [1094]

S.S. "AUSTRALIEN,"
COMPAGNIE DES MESSEGERIES
MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London or S.S. "Charante" from Bordeaux to "Verbekecooks" in connection with above Steamer are hereby informed that their goods are being landed and stored at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong-Kowloon Wharf and Godown Co., Ltd., at Kowloon whence delivery may be obtained immediately after landing.
Optional Cargo will be forwarded on unless intimation is received from the Consignees before 10 P.M. To-Day, requesting it to be landed here.
Bills of Lading will be countersigned by the Underigned. Goods remaining undelivered after WEDNESDAY, the 25th inst., at Noon, will be subject to rent and landing charges.
All claims must be sent in to me on or before the 25th inst., or they will not be recognised.
All damaged packages will be examined on WEDNESDAY, the 25th inst., at 3 P.M.
No Fire Insurance will be effected by us in any case whatever.

P. DE CHAMPEMORIN,
Agent,
Hongkong, 17th August, 1930. [2]

THE BANK LINE, LIMITED.

NOTICE TO CONSIGNEES.

STEAMSHIP "AYMERIC"
FROM TACOMA, SEATTLE, YOKOHAMA,
KOBE, MOI AND MANILA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
No Fire Insurance will be effected by us in any case whatever.

DODWELL & Co., Ltd.,
Agents,
Hongkong, 13th August, 1930. [8]

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FIGHTING BY "WIRELESS."

SOME OF THE STRIKING FEATURES OF THE GREAT FLEET.

[BY ARNOLD WHITE.]

If Do Hayter or Van Tromp revisited the scene of their triumphs the installation of wireless on board the Indomitable would astonish the gallant old Dutch sea dogs of a day when ding-dong fighting was the rule from start to finish. In these days when manoeuvring for position is more than half the game, when favourable or unfavourable gun exercises no influence on results, the part played by wireless in the conduct and disposition of squadrons and fleets is of the highest possible importance, especially to the Admiral of the stronger side. To him that hath shall be given.

The wireless room of the Indomitable is placed not only to the public, but to the ship's company other than the staff told off for wireless duties. When the ship is at sea, dispatching and receiving messages the conductor or stay leading from the wireless room to the mast goes with violet light and crackles continuously like a string of thorns on fire. Wireless has made great progress in the Navy during the last two years. The fresh young brains of the torpedo hounants have grappled with the difficulties of interception and of unfavourable atmospheric conditions. The result is that to-day the Admiral can talk to Malta or to any ship within range of compass of thousands of miles. The Admiral at sea cannot talk back at the Admiralty as far as that, but he has complete control of communications throughout a circle with the diameter of 1,200 miles.

It is whispered that recent wireless discoveries have completely surrounded for naval purposes difficulties still encountered by the commercial companies. The effect of wireless is to turn naval war into chess with the ocean for a board, Dreadnoughts for queens, ironclads for castles and bishops, and two old mules in upper rooms at their respective Admiralty as pawns.

One of the chief objects of the Indomitable class is to give the Commander-in-Chief the power of finding out what the enemy is doing without losing a ship. Indomitables are to a fleet what whisks are to a cat. The eyes of a fleet are its large armoured cruisers, not the small ones—that is why the policy of the Admiralty hitherto has been to build larger cruisers than other nations. If an enemy's cruiser of second or any value is scouting she is practically lost if sighted by an armoured cruiser, if the latter is well commanded.

WHAT THE GIANT CRUISER IS DO.
The great speed of the Indomitables confers the power of concentrating on the enemy's van. If he turns away it is a great strategic advantage to be able to turn the enemy off the coast he is trying to take. The engine-room of the Indomitable is interesting from its small size, low temperature, cleanliness and absence of noise when the machinery is at work. By the system of electric fans the temperature is little above that of the external air.

Were the fans to stop the thermometer would rise to 150 deg. F. Were this catastrophe to happen the engineer officers, artificers and stokers could not endure longer periods of duty than half an hour at a time. Top speed in the Indomitable is a difficult operation, and strains the stamina and endurance of the whole of the engineering staff, although the oil fuel boilers are fed by turning a tap.

The three chief points to note in the Indomitable are—first, the gunnery power—more than twice as great as that of the Dreadnought battleships; secondly, the high speed that was only equalled by torpedo destroyers before the advent of the present Board of Admiralty; and thirdly, the mysterious and efficient apparatus for the collection and despatch of information from the air.

The Indomitable, Inflexible and Indomitable may be distinguished from the Dreadnoughts by the two tripod masts far apart, and the three funnels between them. The Lord Nelson and Agamemnon, now lying at anchor of the Tamar, are now gunpowder vessels carrying four 12-inch guns and ten 9.2 with five torpedo tubes and smaller guns. The funnels of the Lord Nelson look short because the quick-firing guns are mounted on high platforms. The target thus presented to the enemy is larger than in ships of the Dreadnought type.

The Lord Nelson and Agamemnon are remarkable for their armour protection. The belt, amidships is an inch thicker than the Dreadnought's thickest belt.

As wireless has its jealously guarded secrets, so has armour plating. It is said that the steel manufactured by Krupp for the German navy is of a higher resisting strength than that worked into British ships. Only the vitals of men-of-war are protected by thick armour. The belt forward is six inches thick, and that aft four inches. Six inches of best Krupp steel is equal to 18 inches of wrought iron.

The quick-firing guns are weapons which can be loaded and discharged with great rapidity. The training of a 6-inch gun crew is a triumph of sportsmanship, and when the thirteen men have learned to act together the gun has been known to reach the target with a hundred-pound shell eleven times in a minute.

The trained gunners of the Fleet do not consist of individual gunners, though some men are infinitely better than others in laying the gun, but in acting together like a polo team or a cricket eleven. If sixty-three of the finest seamen gunners in the Navy were placed in a turret of the Lord Nelson and pitted against a turret's crew picked haphazard, but who had worked together for six months, the latter would win with certainty.

Here is one weak point in our Navy. Under a smart captain and gunnery lieutenant a battleship reaches a high place in the competitive list of battle practice. At the end of the two years' commission the men are dispersed, join other ships, and begin gunnery all over again under new officers and with strange messmates. A war that broke out at the beginning of the gunnery training season would find Great Britain with perhaps less than half a dozen ships proficient and highly trained in gunnery. Continuity of efficiency could be obtained by maintaining the gunnery unit, and subjecting it to only minute and constant change in the personnel. The gunnery of the Fleet could be considerably improved by abandoning the practice of breaking up efficient gun crews at the end of the commission.

TO DESTROY OUR TRADE.
The Minotaur, the Warriors, the Black Princes, and the Drakes are armoured cruisers of great power and high speed, and call for no special remark. The Donagel and the Berwick, however, belonging to the County Class, known by their three very tall funnels, with their fourteen 6-inch guns in casemates, should be specially noted by Londoners, as they are two of the ships told off to protect their ocean thoroughfares, which are as well defined as Fleet-street.

With half the world's tonnage tying the Red Ensign the safety of the trade routes of the world is a question of bread and butter for London. Dreadnoughts and Indomitables are wanted for other purposes than convoy. The day of convoy, indeed, is over, as it is unlikely

that in the event of war with a Northern Power the enemy would squander his resources on commerce destroying. Britain controls the five strategic centres of the world—Strait of Dover, Strait of Gibraltar, Cape of Good Hope, Straits of Malacca, and the Suez Canal. The danger of the sea-borne trade of the British Empire is not therefore from hostile raiders, which cannot keep the sea for want of coal, but from improvised tramp steamers armed with Maxims and very light guns suddenly appearing on British trade routes. Besides the Berwick and the Donagel, anchored at the Nore, England possesses sixteen similar cruisers, which help to maintain the two-Power standard, not merely in tonnage or in armament, but in the solid and effective elements of sea power—the safety of our trade routes. The Donagel and the Berwick, and their sisters, after the first fortnight of war, should have dispatched every enemy's commerce destroyer to the bottom of the sea, and have secured the transfer to the British flag of every enemy's merchant vessel on blue water. The Arrogant and Talbot class are smaller cruisers, with speed of about 19 knots.

The Scouts, with their three or four funnels and one painted grey, look like large destroyers. They exist to destroy the destroyers just as the destroyers exist to destroy torpedo-boats and torpedo-boats exist to complete the vicious circle by destroying battleships which long to destroy each other. The torpedo-boat destroyers, like the torpedo-boats, are painted black, because they are intended for night use. The command of a destroyer or torpedo-boat is the making of our young officers, for water torpedo work is the North Sea is but the most difficult and most disagreeable job in the world. Fifty-seven men are put up in quarters which on shore would contravene the Housing Act.

But the men like the torpedo service because the discipline, though strict, is relaxed as regards smoking, uniform and drill. Submarines, like wireless, are official secrets. They are the weapon of the stronger Power, and are the terrors of the Fleet, intended to enter the enemy's port and either force him into the open or sink him at anchor.

ALIENS AND BRITISH SHIPPING.

LOD MURKREY in the House of Lords last month called attention to the number of aliens serving in British ships, contending that their presence, especially in the capacity of captain or officer, constituted a menace to the State. He stated that 37,694 aliens were employed in British vessels, or nearly 20 per cent. in proportion to British seamen, and 475 alien captains and masters. This was just 475 too many. The Board of Trade, he understood, among other objections to taking any action, in the matter, took up the attitude that the number of these aliens was small, and that they were of different nationalities, but he could not see what difference that made. On an alien master, the subject of a hostile Power, might do incalculable damage. He showed that the number of British captains and officers serving in foreign vessels was infinitesimal. They were almost all to be found in American ships, but they could not obtain a master's certificate without first of all becoming naturalised. Other maritime nations confined these appointments to their own subjects. He also protested against the evasive way in which the Government sometimes answered his questions, and showed that many confidential documents were entrusted to the alien captains of British merchant ships. Much mischief might be caused to the country in a time of national emergency by entrusting this information to aliens serving in our mercantile marine.

The Earl of GRANARD said this question had been the subject of inquiry before many committees, and the Committee on the Supply and Training of Boy Seamen in 1907 in their report said:—

"The employment of a large proportion of foreigners on vessels trading exclusively abroad or opening up agreements as a foreign port cannot well be avoided. As an example may be given the Pacific Steam Navigation Company, who alone employ 1,190 foreigners on board their vessels trading on the West Coast of South America. Many vessels so employed in distant parts of the world only return to the United Kingdom at long intervals for overhaul and refit."

Therefore we are led to the conclusion that a large proportion of the foreigners serving in British vessels must be regarded as a constant element in the mercantile marine. From the return of the House of Commons, British merchant vessels of April 4, 1906, it appears that the 291,498 men so employed, 128,077 were British, 36,425 seamen, and 34,906 were foreigners. Of the latter, 10,100 were drawn from Norway, Sweden, and Denmark; and he might say, without showing undue confidence, that the chances of our friendly relations with those countries being disturbed were, to say the least, very remote. The British merchant service was a trade that fluctuated considerably with the prosperity and depression of the trade of the world. Thus The Times in its annual review of trade last January calculated that 14 million tons of British shipping lay idle at the close of 1908. The return from 18 of the principal ports in the United Kingdom for the years 1907 and 1908 showed that the number of men engaged in those years fell from 427,943 to 414,771, and of the total employed foreigners formed about one-tenth, while they bore nearly a half of the decrease made necessary by the decrease of trade. With regard to the question of the granting of certificates to foreigners, the actual number of certificates granted in 1905 was 4,322, of which 77 were granted to foreigners. In 1906 the figure rose to 4,552, and in 1907 4,630 and 71, and in 1908 4,830 and 76. Their lordships would gather from these figures that there was no great upward tendency in that respect. As to the question of preventing alien masters or officers of British merchant ships from obtaining confidential information from British naval authorities in war time, the Board of Trade wrote to the Admiralty asking whether they had any remarks to make, and the Admiralty replied on July 15 last to the effect that care was taken, as far as possible, that such information did not come into the possession of alien masters or officers. Looking to the large number of aliens employed, it was, in the opinion of the Admiralty, impossible to devise any means which would absolutely guard against the danger of aliens taking advantage of their opportunities to obtain information which might be of value to the enemy. "It may, however, be taken as certain that naval officers will exercise great care in any communication which they make of an important character so as to prevent it being used in a manner contrary to the public interests." He thought that the danger his noble friend anticipated was not so real as he seemed to think.

The MARQUIS OF SALISBURY said they had to weigh against one another the two aspects of this question. On the one side was our trade and the proper meaning of our ships and of the other side was our national position and the personnel of the merchant service as a reserve for the Navy. All regretted that it should be necessary to include in the merchant service men who were not British subjects. There was no doubt that the information to be derived from British ships in time of war would be very valuable. He thought his noble friend was justified

in saying that *pro tanto* it was a matter of regret that the persons to whom this information would pass would be in a certain number of cases be foreigners, perhaps in sympathy with those with whom we were in hostile relations. He did not attribute the highest importance to the point; but he did not think it ought to be treated as insignificant. The main point was that the ultimate reserve of the British Navy must lie in the seafaring population of this country. Had the Admiralty ever really thought out that aspect of the question? In a great struggle, not only the seamen serving in the Navy but perhaps the Royal Naval Reserve would be exhausted. It was not possible to exaggerate the importance of having in ultimate reserve plans to meet such a contingency. For these reasons he was never inclined to treat the spectacle of his noble friend on this subject as unimportant. They were bound to keep a very careful watch on the question, and no doctrinaire ideas as to what might be within the four corners of some free-trade doctrine would ever restrain him from advocating even the most drastic measures of restriction if they were necessary to maintain the seafaring population at its present numbers, in order that when the struggle came our ships should be properly manned in the face of the enemy.

The motion was then withdrawn.

BRITISH BANK AMALGAMATION.

An announcement of unusual importance in the banking world is contained in circulars issued to the shareholders of the London and County and London and Westminster Banks, intimating that a provisional agreement has been arrived at, subject to the approval of shareholders for amalgamation of the two businesses. The principal terms of the agreement are as follows:—

1. The name of the amalgamated bank will be the London County and Westminster Bank Limited.
2. The subscribed capital will be £14,000,000, £3,500,000 paid up, in 700,000 shares of £20 each, £5; of which each present holder of one £20 share, £20 paid, in the London and County Banking Company (Limited) will hold four shares, and each present holder of one £10 share, £20 paid, in the London and Westminster Bank (Limited) will hold 2.17 shares. This proportion represents the present relative market values of the shares of the two banks. The reserve of the amalgamated undertaking will amount to about £4,250,000, and the combined current and deposit account balances will exceed £70,000,000.
3. The boards of the two banks will be amalgamated.
4. The joint managers of the London and Westminster Bank will be associated with the head office manager and country manager of the London and County Banking Company as joint managers.

The boards of the two banks strongly recommend the arrangement to their shareholders, and the union of these two eminent institutions will certainly produce an extremely powerful combination. Both of them were formed almost immediately after the discovery that the Bank of England's note-issuing monopoly did not preclude the institution of joint stock banks of deposit in London, the Westminster being established in 1835 and the County in 1836. Since the amalgamation of the London Joint Stock Bank with the York City and County, the Westminster is the sole survivor of the joint stock banks with a purely London business; and this new amalgamation now brings it into the line of banking development, by combining it with a company which was a pioneer in the work of covering England with branch offices worked from a metropolitan centre.

USE OF STIMULANTS.
A stimulant can do more than draw on the reserves of the body for an hour or two, and it paid back the next hour. No matter how you argue the point, no horse owner will believe that whips and spurs can be substituted for oats and hay. And so it is with men and women; no amount of stimulants can take the place of good food well digested. When appetite and digestion break down and you feel weak, nervous, prostrated—perhaps after an attack of influenza, as was the case with Mrs. Emma Dimmock—you are not in a condition that can be cured by false or temporary stimulants.

What you need is Mother Seigel's Syrup, the remedy that cured her. It does not spur you up and let you down afterwards, but it restores the lost power to your stomach, liver and kidneys, so that you can digest the food you eat, much or little, and get from it the substantial nourishment that Nature intended you to have. That is the stimulant you want—the stimulant that stays and strengthens you!

Mrs. Dimmock is a young married woman, living at Levensden Green, Watford, Herts. Not long ago she wrote us: "In 1902, after a serious operation, and before I had regained my health, I was struck down by a violent attack of influenza. The result of that was utter loss of appetite, great weakness, nervousness and indigestion. I had always a bad taste in my mouth in the mornings, my tongue was thickly coated, and when to this was added a feeling of sickness, which was more often the case than not, my condition was really pitiable. In a little while I lost three stone in weight."

"When this state of health had lasted for months and various treatments had failed to relieve me, I determined to try what Mother Seigel's Syrup could do for me and was gratified beyond measure to find that my complaints were after all quite curable. By the time I had taken eight bottles of that medicine, I was as well as ever I had been in my life. And now, more than six years after, my health continues as sound as I could wish it to be."

There are the plain facts. Mrs. Dimmock needed strength and she found it, because Mother Seigel's Syrup enabled her to digest her food. Then that food nourished her in the most natural way. Mother Seigel's Syrup is a purely herbal medicine that exerts a tonic, curative effect on stomach, liver and bowels. These the poisons that arise from undigested food are no longer formed or carried into the system and good health and strength surely follow.

Mother Seigel's Syrup is prepared also in Tablet form as "Mother Seigel's Syrup Tablets." Price 2/9. [747]

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If you find yourself suffering from a disordered condition of the Liver, Stomach, Kidneys, or Bowels, Beecham's Pills may be relied upon with the greatest confidence, not only to give immediate relief, but to effect a permanent cure. This medicine acts successfully in cases where more pretentious means often utterly fail. It strengthens all the vital organs, particularly those of nutrition, secretion, and excretion, and many even who regard themselves as confirmed invalids might regain their health and happiness if they would only

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[illegible]

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 Agents.
 Hongkong, 2nd August, 1909. [1032]

1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 26

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON VIA USUAL PORTS	CALEDONIA	Noon, 21st Aug.	See Special Advertisement.
LONDON and ANTWERP	SYRIA	About 25th Freight and Pass.	
VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	Capt. D. C. Gregor, R.N.R.		
SHANGHAI, MOJI, KOBE and YOKOHAMA	NILE	About 27th Freight and Pass.	
SHANGHAI	ASSAYE	About 2nd Sept.	Freight and Pass.
	Capt. Owen Jones, R.N.R.		

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 20th August, 1909.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
CHEFOO and NEWCHANG	LUCHOW	On 20th Aug., 4 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"CHANGSHA"	On 21st Aug., 4 P.M.
SHANGHAI	"CHENAN"	On 22nd Aug., 5 P.M.
MANILA	"TAMING"	On 24th Aug., 3 P.M.
CEBU and ILOILO	"KAIFONG"	On 24th Aug., 4 P.M.
SHANGHAI	"ANHUI"	On 26th Aug., 4 P.M.
WEIHAIWEI and TIENTSIN	"HUICHOW"	On 26th Aug., 4 P.M.
SHANGHAI	"LINAN"	On 29th Aug., 5 P.M.
MANILA	"TEAN"	On 31st Aug., 5 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE, INCLUDING WINES, \$45 SINGLE and \$90 RETURN.

TELEPHONE 36.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
AGENTS.

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EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, DANGKOR & SHANGHAI

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOK

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA and KOBE	"CATHAY"	End of August.
MARSEILLES, HAVRE, COPE-	"CATHAY"	End of September.
HAGEN and BALIC PORTS		

For Further Particulars apply to

MELOHERS & CO.,
AGENTS.

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DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST and MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT and FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING.
"HAIYANG"	SWATOW, AMOY and POOCHOW.	FRIDAY, 20th Aug., at 2 P.M.
"HAIMUN,"	SWATOW	SUNDAY, 22nd Aug., at Noon.

A REDUCTION OF 20 PER CENT. ON FIRST CLASS FARES TO POOCHOW WILL BE MADE DURING THE MONTHS OF AUGUST AND SEPTEMBER.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 19th August, 1909.

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INDO-CHINA S. NAV. CO. LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
MANILA	"LOONGSANG"	Friday, 20th Aug., 4 P.M.
SHANGHAI	"CHOYBANG"	Saturday, 21st Aug., 4 P.M.
TIENTSIN VIA SWATOW, WEIHAI, WEL & CHEFOO	"CHEONGSHING"	Saturday, 21st Aug., 5 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"FOOKSANG"	Tuesday, 24th Aug., Noon.
POOCHOW	"YATSHING"	Wednesday, 25th Aug., 3 P.M.
MANILA	"YUENSANG"	Friday, 27th Aug., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Tuesday, 31st Aug., 3 P.M.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NANSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

* Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.

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SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR
CALLAO, IQUITQUE, VALPARAISO, ETC. VIA MOJI, KOBE, YOKOHAMA,
HONOLULU and SALINA CRUZ (Mexico).

S.S. AMERICA MARU	6000 tons gross	Sail Aug. 30th, at Noon.
S.S. HONGKONG MARU	6000 "	Oct. 26th, at Noon.
S.S. MANSU MARU	5000 "	Dec. 10th, at Noon.

For particulars apply to

K. MATSUDA, Manager.

Hongkong, 29th June, 1909.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	Tons.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	TAMBA MARU, Capt. C. H. Butler	6,500	WED'DAY, 1st Sept., at Daylight.
VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIDZU and YOKOHAMA	INABA MARU, Capt. R. Takeda	6,500	WED'DAY, 15th Sept., at Daylight.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	SHINANO MARU, Capt. K. Kawara	7,080	TUESDAY, 14th Sept., at 4 P.M.
KOBE and YOKOHAMA	TANGO MARU, Capt. S. Ishikawa	8,000	TUESDAY, 28th Sept., at 4 P.M.
BOMBAY via SINGAPORE, SHANGHAI, MOJI and KOBE	NIKKO MARU, Capt. M. Yagi	6,000	FRIDAY, 3rd Sept., at Noon.
SHANGHAI, MOJI and KOBE	KUMANO MARU, Capt. M. Winkler	6,000	FRIDAY, 1st Oct., at Noon.
SHANGHAI, MOJI and KOBE	KANAGAWA MARU, Capt. J. Nagao	6,500	FRIDAY, 20th Aug., at 5 P.M.
SHANGHAI, MOJI and KOBE	BOMBAY MARU, Capt. W. A. Evans	5,000	SATURDAY, 21st Aug., at Noon.
SHANGHAI, MOJI and KOBE	TAKASAKI MARU, Capt. A. Mooker	5,000	TUESDAY, 24th Aug., at Noon.
SHANGHAI, MOJI and KOBE	MIYASAKI MARU, Capt. T. Mural	9,000	FRIDAY, 27th Aug., at Noon.
SHANGHAI, MOJI and KOBE	KUMANO MARU, Capt. M. Winkler	6,000	WED'DAY, 1st Sept., at Noon.

* Fitted with New System of Wireless Telegraphy.

* Omitting Keelung and Shimidzu.

EXTRA PASSENGER SERVICE NEW STEAMERS—

EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON and ANTWERP VIA SINGAPORE, COLOMBO, SUEZ and PORT SAID.

THE Co.'s NEWLY BUILT 9,000 TON PASSENGER STEAMERS WILL BE DESPATCHED FROM HONGKONG AS FOLLOWS:

MISHIMA MARU - (Capt. A. E. MOSES) - On Satur. 23rd Aug.

ATSUTA MARU - (Capt. Wm. THOMPSON) - About Wed. 22nd Sept.

MYASAKI MARU - (Capt. T. MURAI) - About Wed. 20th Oct.

KITANO MARU - (Capt. F. E. COPE) - About Wed. 17th Nov.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

CHEAPEST ROUND TRIPS

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 31st August, 1909.
SPECIAL EXCURSION (1st & 2nd CLASS) AVAILABLE FOR 4 MONTHS.

	Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1st CLASS	\$120	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50

Option of rail between Calling Ports in Japan.

For further particulars apply to

T. KUSUMOTO,
MANAGER.

Hongkong, 4th August, 1909.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	Tons.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. W. Almond	Manila	On 21st Aug., 5 P.M.
ZAFIRO	2540	R. Rodger	Manila	On 28th Aug., Noon.

For Freight or Passage apply to

Hongkong, 18th August, 1909.

SHEWAN, TOMES & Co.,
General Managers.

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HAMBURG-AMERIKA LINIE

HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA:

S.S. AMERICA ... 30th Aug.

S.S. NICOMEDIA ... 12th Sept.

S.S. LIBERIA ... 15th Sept.

Further Particulars, apply to—

Hongkong, 13th August, 1909.

HOMeward.

FOR HAVRE, BREMEN & HAMBURG:

S.S. ANDALUSIA ... 1st Sept.

FOR MARSEILLES, HAVRE & HAMBURG:

S.S. SAXONIA ... 2nd Sept.

FOR HAVRE & HAMBURG:

S.S. SPEZIA ... 14th Sept.

FOR ANTWERP, ROTTERDAM & HAMBURG:

S.S. ARABIA ... About mid. of Sept.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

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THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS,

BANKERS, &c.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.
TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

Head Office for the Far East:—

16, DES VŒUX ROAD,
HONGKONG.

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Japan Office.

14, WATER STREET,
YOKOHAMA.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIBODAS	JAPAN	Second half of Aug.	JAVA	Second half of Aug.
TJIMAH	JAVA	First half of Sept.	SHANGHAI	First half of Sept.
TJILIWONG	JAPAN	First half of Sept.	JAVA	First half of Sept.
TJIKINI	JAVA	First half of Sept.	JAPAN	First half of Sept.
TJILATJAP	JAPAN	Second half of Sept.	JAVA	Second half of Sept.
TJIPANAS	JAVA	Second half of Sept.	SHANGHAI	Second half of Sept.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Yok Buildings, 1st Floor.

Hongkong, 19th August, 1909.

Telephone No. 375.

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OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY

THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.
(The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
TACOMA VIA KEELUNG	"SEATTLE MARU"	6,178	SATURDAY, 28th Aug., at Noon.
SHANGHAI, MOJI, KOBE, SHIMIDZU and YOKOHAMA	"TACOMA MARU"	6,178	SATURDAY, 25th Sept., at Noon.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE
Taking Cargo on through Bills of Lading to all Yangtze River and North China Ports, by the steamers to Shanghai.

FOR	STEAMERS	LEAVES.
TAMSUI VIA SWATOW, & AMOY	"DAIJIN MARU" Capt. Y. KUBURAKI	SUNDAY, 22nd Aug., at 10 A.M.

A Special Reduction of 20 per cent. on 1st and 2nd Class Fares to Foochow will be made during the months of August and September.

First Class Cuisine, The Newly Built Steamers "CHOSHUN MARU" and "HOJUN MARU" have First Class Cabin AMIDSHIP.

For information of Freight, Passages, etc., apply at the Co.'s Local

Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA,
MANAGER.

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PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

HOMeward PASSENGER SEASON 1910.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due LONDON (London 1 day later)
Steamer Tons	1 P.M. SATURDAY	Steamer Tons	SATURDAY	FRIDAY
ARCADIA 7000	February 5	MANTUA 11000	March 5	March 11
ASSAYE 7500	February 19	CHINA 8000	March 19	March 25
DELTA 8000	March 5	MALWA 11000	April 2	April 8
MACEDONIA 10500	March 19	(Through Steamer calling at Bombay)	April 16	April 22
DEVANHA 8000	April 2	MONGOLIA 10500	April 30	May 6
ASSAYE 8000	April 16	MARMORA 10500	May 14	May 20
DELTA 7500	April 30	MOREA 11000	May 28	June 3
DELHI 8000	May 14	MOOLTAN 10000	June 12	June 18

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in

Hongkong or at the time of Booking.

FARES TO LONDON (Including Surtax):

1st SALOON £71.10 SINGLE, £136.14 RETURN.

2nd " £48.8 " £72.12 "

In addition to the above Mail Steamers the following:—

INTERMEDIATE (Non-Transhipment) STEAMERS

WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave HONGKONG	Due LONDON
SYRIA	about 26	about 12
SUMATRA	February 9	March 26
NYANZA	February 23	April 9
SUNDA	March 23	April 7
MAJTA	April 4	June 4
SARDINIA	May 18	June 18
NORE	May 18	July 2

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON (Including Surtax):

1st SALOON £55.00 SINGLE, £92.00 RETURN.

2nd " £38.10 " £57.4 "

* Carry 1st and 2nd Saloon Passengers.

For Further Particulars, apply to—

E. A. HEWETT,
SUPERINTENDENT.

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